
From: Neil Moorcroft [REDACTED]
Sent: Monday, 29 June 2026 1:33 PM
To: TPC Enquiry
Subject: Kangaroo Bay Hotel Major Project
Attachments: IMG_3144.jpeg; IMG_3145.jpeg; IMG_3146.jpeg

Dear Chairperson,

We thank you for the invitation to provide a representation in regard to the abovementioned project. As we are pleased that some progress is evident to develop the site but we have grave fears concerning several matters with the current proposal, most importantly but not limited to Parking, Access, Traffic and Environmental Impacts.

To us it is clearly evident that the reports commissioned by the Proponents are manipulated to serve their interests. Assumptions and predictions are constantly used to justify performance criteria. This is no more evident than claiming that 91 carparking spaces is sufficient for the entire project when the Sustainable Transport Code requires 258 spaces.

We are retired and have resided at 21 Kangaroo Bay Drive for almost 6 years, we overlook the development site and witness the traffic characteristics first hand.

We note the following:-

Kangaroo Bay Drive terminates as a turning circle with the development site immediately to its south. 16 untimed perpendicular car parking spaces exist directly proceeding the turning circle to the east with a Bus Zone to the west. The carparks are full weekdays and Saturdays till 1pm with some relief during the remaining times.

The Bus Zone varies from no buses to buses queueing into the turning circle. (See attached photos) Large buses require the entire turning circle to navigate a 360 degree turn with parking prohibited within the circle. Our point is, there is no additional parking immediately adjacent in Kangaroo Bay Drive.

The Porte Cochere area raises serious concerns at busier check-in and check-out times. It appears to be able to accommodate only 4-5 parked cars without avoiding delays. How can an Uber or taxi wait for patrons. A coach or a small bus carrying patrons for a conference or a group check-in could not navigate the turning circle, so how do they access the Hotel ? Delays and blockages are imminent in this vital zone. Importantly this area is also a public thoroughfare.

It is incredulous that only 29 public car spaces are allocated to the entire hotel complex comprising 2 restaurants, a bar, 2 function rooms, 4 yet to be decided commercial tenancies, public plaza and all staff parking. It is feasible that all public parking allocation for the entire complex could be occupied by staff.

Immediately south of the development site is the Bellerive Yacht Club accommodating approx. 120 sought after car parks.

The proposed Public Parking access road for the hotel site does not meet Australian Standards so the escape route used is the less stringent Tas Planning Scheme requirement.

We query the logic, legality and intent of deviating from the Australian Standard when the access road becomes the only entry / exit point to the Bellerive Yacht Club, an establishment that has over 1000 members, is open to the public, has two bars and restaurants, hosts regular events and functions including one of the largest regattas in Tasmania and a boat launching ramp.

The access road will need to cater for all yacht Club activities which includes all delivery and maintenance trucks, vehicles towing boats plus Hotel traffic comprising trucks using the loading zone and garbage disposal and cars maneuvering in and out of any available parking spaces as well as those unable to secure a space who will need to find means to turn around in the Yacht Club carpark

and exit via the access road. An "Entrapment Scenario" on the Yacht Club side of the access strip is inevitable. What happens if an Emergency Vehicle is required ? Clearly this demonstrates significant adverse effects on the safety and efficiency of the road network either side of the project site.

Hotels in Australia outside of the CBD have a significantly higher physical car to room ratio. This variance is starkly evident in both guest booking behavior and Australian local government planning mandates.

The traffic assessment calculation adopted one parking space per 4 hotel rooms, down from the Tas Planning Scheme requirement of one car space per room (155 down to 39) based on advise from their own intended International Hotel operator. Drawn comparisons are not specified and could be from cities such as Singapore or Hong Kong with massive underground rail networks. If approved, this glaring shortfall, based on biased opinion, would make a mockery of our State Planning Scheme. On line research reveals parking ratios in Australia are set by state planning schemes and fall between 0.5 to 1.0 parks per room. The baseline industry standard is 1 space per room and an additional allocation for staff. (1 space per 3-5 employees) .

We would like to address MPIS Volume 3, 9.2.3 On and Off Street Parking Supply. The survey conducted and documented was undertaken on a Tuesday , being the quietest day of the working week and Sunday Afternoon being the quietest time of the entire week. Of the locations mentioned the Pembroke Place overflow car park is earmarked for development (Ref figure 45) and fronts Kangaroo Bay Drive therefor would consume any spare parking in that area. Parking generally in the Village, Marina, Wharf and Boulevard zones as well as the nearby streets off Cambridge Rd. and the Bluff area have concerned residents for many years. As an example, a senior Council Official advised that patrons at a popular gymnasium fronting the Percy Street carpark have reported they cannot find a carpark to attend the Gym, yet this location is identified as an off street parking option for the Hotel Project. There is no scope to increase the on / off street parking in these vicinities and place unwanted and unwarranted pressure on an already strained facility, all because the Hotel development cannot service its own needs. We have clearly identified that the proposed parking is in clear breach of the Kangaroo Bay PPZ statement, local area objectives and the intent of the Kangaroo Bay UDS. The on and off street parking nearby is exhausted as confirmed by local council and the community.

Noise Emissions

Noise emissions are of extreme concern. Our property along with 25 Kangaroo Bay Drive and 82 Cambridge Road are identified as being most severely impacted. (ref Figure 28). The report notes we are not zoned Residential, however this did exist prior to Council re-zoning. Residential is a "permitted use" under the current zoning.

Noise that has affected our amenity to an annoying degree since our occupation is loud music from the Yacht Club and/or Waterfront Hotel, patrons loudly conversing on the street and/or playing basketball on the court opposite, all when occurring after 10pm.

Noise above acceptable levels are inevitable to occur regularly and can have a serious effect on sleep, mental health, stress and wellbeing of residents so close to the source. On these grounds we totally object to allowing the venue to conduct functions until 1am and beyond.

How can the noise modelling contain any substance when its findings indicate that amplified music, multiple functions, potentially hundreds of people only 50m - 60m away, in direct correlation to existing residential properties in Kangaroo Bay Drive, will have no meaningful influence on the existing noise environment. This is a ludicrous assessment.

Measures to combat the late night noise proposed by the Proponents to instruct security staff to monitor patrons and move the bus waiting area (no alternative exists) is a total whitewash.

We would like to address the Scale, Height and Visual Impact of the proposed development.

The scale and height is not appropriate to the existing or desired future character of the area.

There is a clear and visible line around the waterfront of Kangaroo Bay with all buildings, including the larger structures identified in the reports are clearly set back from the waters edge and fit neatly into the topography. Although the report praises the design of the hotel there is no escaping its vertical facades towering above the landscape protruding into the bay at almost the waters edge. The

Visual Impact Report identified 6 viewing locations as having Moderate to High Impact or High Impact which is alarming. Judging by the photos supplied one could assume significant impact from nearly all locations selected.

The Hotel forms a visual barrier to the desired connectivity between the Village and Boulevard Zones exemplified by its height.

In conclusion , this application is so far removed from any resemblance to the Tasmanian Planning Scheme as it willfully flaunts its granted status as a Project of State Significance and makes a mockery of the said scheme, all to the detriment of the local community whose lives will be adversely to severely impacted.

A sizeable reduction in the scale of the project and a considerably more thoughtful approach to noise issues would result in a safer ,more appropriate and adaptable addition to the community.

Neil and Gillian Moorcroft

[REDACTED]

Bellerive

mob: [REDACTED]

attached photos depicting activity on, and immediately adjacent to the subject site were taken 22nd, 23rd, 25th June 2026.





